BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: January 20, 2010
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Bob Landry
Brian Wilmot
Carol Niewola
Cathy Goodmen
Christine Perron
David Scott
Don Lyford
John Butler
John Hebert
Jon Evans
Kevin Nyhan
Kirk Mudgett
Marc Laurin
Matt Urban
Michael Hazlett
Mike Dugas
Mike Pouliot
Nancy Spaulding
Pete Stamnas
Tony King

Federal Highway Administration
Jamie Sikora

Army Corps of Engineers
Erika Mark
Rich Roach

EPA
Mark Kern

Federal Aviation Administration
John Merck
Lisa Lesperance
Michel Hovan

NHDES
Gino Infascelli
Laura Weit
Lori Sommer
Thomas Fargo

NH Fish and Game
Carol Henderson
Heidi Holman

NH Natural Heritage Bureau
Melissa Coppola

City of Concord
Martha Drukker

Gale Associates
Armand Dufresne
Coleen Mailbux
Erik Strand
Stu Moncrieff

BEC Inc.
Dan Nitzsche

Parlin Field Apt.
Russell Kelsea

HEB Engineers
Chris Fournier

CLD Engineers
Dan Hudson
John Byatt

Smart Associates
Glenn Smart
Jenn Riordan

Jacobs Engineering
John Gorham

(When viewing these minutes online, click on an attendee to send an e-mail)

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:
(minutes on subsequent pages)

(When viewing these minutes online, click on a project to zoom to the minutes for that project)

NOTES ON CONFERENCE:

Finalization of October 29, 2009 & December 10, 2009 Meeting Minutes

The October 29, 2009 & December 10, 2009 meeting minutes were finalized.

Nashua Airport Improvements, SBG-12-02-2009

This project proposes to shift the existing runway 14-32 to met FAA separation standards, construct standard runway safety areas, and extend the runway to a total length of 6,000 feet to enhance safety for aircraft operating at the airport. Environmental concerns for this project include wetland impacts, and natural heritage records. A review of wetland impacts and mitigation were presented in advance of submitting permit applications.

Coleen Mailloux of Gale Associates, consultants to the Airport, provided a brief update on the status of the project, focusing on the updated design of the runway and the proposed mitigation plan. Planning level estimates used for the previous discussions have been updated with new survey, and the design of the project is currently 50% complete. In order to grade the runway safety areas, and allow the drainage to tie into the existing drainage system, conservatively 11.63± acres of wetlands will be impacted. The wetlands to be impacted are regularly mown and maintained. Approximately 9 acres of tree clearing in wetlands has been eliminated through the proposed installation of obstruction lights adjacent to the runway.

Mark Kern asked about tree clearing in wetlands in the approach to Runway 14. Approximately 5 acres of tree clearing will be performed in these wetlands. This will include tree topping and selective clearing. There will be no clear cutting. The area is forested and is predominantly white pine. The penetrating vegetation will be removed, and the forested understory will remain. M. Kern requested that a summary be provided of the current condition, the proposed clearing, how the area will be maintained, and the future condition. Rich Roach requested aerial maps showing the areas in which clearing is proposed.

Lori Sommer asked about the proposed drainage system. Erik Strand, of Gale, indicated the proposed system would tie into the existing one. The drainage flows are towards Spectacle Brook. M. Kern asked if there would be any drainage to the Pennichuck watershed. C. Mailloux explained that the watershed divide is near Deerwood Drive and there will be no drainage from the project to Pennichuck.

C. Mailloux discussed mitigation. The Airport has coordinated with the Nashua and Hollis Conservation Commissions regarding permanent preservation of land through a combination of easements and land acquisitions. A prioritized list of parcels has been identified through cooperation with the local Conservation Commissions. These parcels have been evaluated for a number of characteristics, including total parcel size, wetland vs. upland acreage on the property, proximity to other permanently protected land, inclusion in the NH Wildlife Action Plan and a number of other factors. As an alternative, now that the acreage limit has been removed from the NHDES' Aquatic Resources Management Fund, the Airport is interested in participating in the in-

lieu fee program. The advantage of this is that NHDES will have greater control over the mitigation and will be able to choose mitigation projects that meet NHDES priorities and may provide greater ecological benefit. The in-lieu fee is also a known quantity, while there is still substantial uncertainty regarding the easement acquisition, the willingness of property owners to participate, etc. The total in-lieu fee payment calculates to approximately $1.9 to $2 million.

M. Kern said that he does not object to the in-lieu fee, but would like to see a combination of good local projects (if available) and in-lieu fee. He recommended that, if easements are acquired, a larger conservation trust be involved, such as a Non-Governmental Organization (NGO), to hold the easements. Some larger organizations may not be willing to participate in small scale or piecemeal acquisition project such as this.

L. Sommer stated that the permittee responsible mitigation is required first and justification should be provided regarding the attempts at preservation for NHDES to evaluate prior to consideration of using the ARM fund.

Lisa Lesperance stated that the FAA needs to assess the reasonableness of the mitigation cost prior to proceeding with the in-lieu fee program.

L. Sommer asked about the timeline for the project. C. Mailloux explained that the design is currently at 50%. Pre-applications meetings will be scheduled with NHDES during February. Applications will be submitted by April 1, 2010 and the project is scheduled for bidding and construction in the spring of 2011.

R. Roach requested a copy of the final EA. M. Coppola asked about rare species impacts. C. Mailloux will coordinate with NHNHB and USFWS regarding participation in the pre-application meetings.

R. Roach stated that the airport should submit a report detailing the mitigation plan before the next Natural Resource Agency Coordination Meeting in February 2010.

This project was previously reviewed on the following dates: 4/18/2007 & 8/19/2008.

Salem-Manchester, IM-IR-93-1(174)0, 10418C

This project involves widening Interstate 93 between Salem and Manchester. A discussion of the construction schedule and SEIS status was presented by Peter Stamnas. There is a $250 million shortfall in funding that necessitates the completion date for the entire project be delayed from 2017 to 2020. This impacts the Conformity Determination, as such the Metropolitan Planning Organizations (MPO's) are updating the air quality conformity model and their business plan, which should take 3 to 4 months. This will delay the Final SEIS availability until May 2010, with anticipated completion of the SEIS process with issuance of the ROD targeted for August or September of 2010. The Department is continuing to review comments on the Draft SEIS. Mark Kern inquired as to the status of the TMDL. P. Stamnas replied that DES has responded to the Department's Implementation Plan and has required coordination with the municipalities on their proposals. Jamie Sikora stated that a meeting to discuss the towns salt application proposals has

been scheduled for later in the month. The towns still need to actively prepare their individual Implementation Plans.

Tony King reviewed the PS&E plans (design 85% complete) of the Baggett mitigation site. This 6.2-acre site will provide 1.2 acres of wetland creation and flood storage of 1 acre-foot to the Porcupine Brook watershed. Construction is anticipated to begin in 2011 as part of the 13933D contract. This contract is targeted for advertisement in April 2010 and may utilize ARRA2 funds. Rich Roach questioned the costs and the necessary land disturbance associated with the proposed creation versus the overall benefit this small site would provide. (Tony King later noted that the costs for construction of the site are estimated at $334,000 or about $150,000 per acre). Marc Laurin stated that due to the scheduling of the contracts and ongoing flood concerns by the Town of Salem, the Department has committed to providing flood storage mitigation as part of the 13933D contract. Additional flood compensation has also been proposed, however it is a few years away from being implemented.

Marc Laurin discussed the proposal to abandon the Salem Waste Water Treatment Plant (WWTP) mitigation site in favor of providing mitigation at the Haigh Avenue site. The WWTP has numerous contamination issues, both groundwater (chlorinated solvents) and soils (PCB's). The NHDES Waste Management Division has substantial concerns with the mitigation proposal to intercept the groundwater to create the wetland and floodplain mitigation on this site. Lori Sommer reiterated that the WWTP was not an appropriate site and that substitution with Haigh Avenue is more acceptable. The Town of Salem has applied for and received funding from FEMA to purchase regularly flooded properties adjacent to Policy Brook and the Spickett River on Haigh Avenue. The first phase will be used to purchase 9 homes along Haigh Avenue. The Town is applying for additional funds from FEMA for the purchase of an additional 14 homes. The Department has partnered with the Town to provide the required matching share for the FEMA Grant and is proposing to create floodplain and wetland mitigation within this area. Creation of this mitigation site would be advertised in 2012, with the mitigation in place by 2015.

Rich Roach agreed that the Haigh Avenue site was appropriate, he stated that there would be a need to modify the ACOE permit and asked for a formal request from the Department. He also requested that the Department confirm that the ongoing construction efforts have/will not result in wetland impacts in excess of those which were already permitted. He also wanted to make sure that any future construction is consistent with the judge's order and indicated that it would make sense to sort out any of these outstanding issues before the Final SEIS is made available in May. M. Laurin replied that letters outlining the Department's proposal to provide mitigation at Haigh Avenue had been sent last month to both the Wetlands Bureau and the Corps. M. Laurin will resend the letters and will continue to coordinate with the Corps with requests for any additional information needed to process the modification to the permit. J. Sikora indicated that a specific response to the Department's letter is needed from FHWA. Melissa Coppola stated that additional coordination with the Natural Heritage Bureau will be necessary as there may be some endangered species or exemplary natural communities associated with the floodplain forest. Marc Laurin replied that coordination will continue as the mitigation plans are developed, and that most likely the mitigation creation would occur within the already disturbed house lots.

There was a brief discussion of the proposed Giovagnoli mitigation site. Carol Henderson indicated that she had discussed this site with Fish & Game's land agent and was told that there was no

interest in holding any of the easements on the Giovagnoli properties due to the location and concerns with the funding needed for monitoring. She felt that fee simple acquisition would be preferred. M. Laurin and J. Sikora thought that monitoring funding could be worked out if necessary. L. Sommer stated that a strong easement holder was needed for the site and agreed it may be unwise for Fish and Game to take on this easement. L. Sommer and M. Laurin also made note of an e-mail received from the Crystal Lake Association which expressed the oppinion that the original proposal as developed over the years and through the NEPA process would be much more beneficial to the proposed wildlife corridor.

This project was previously reviewed on the following dates: 8/10/1995, 1/10/1999, 2/16/2000, 5/17/2000, 6/14/2000, 7/19/2000, 8/10/2000, 9/20/2000, 10/18/2000, 1/17/2001, 2/14/2001, 3/21/2001, 4/18/2001, 5/10/2001, 8/15/2001, 9/19/2001, 10/17/2001, 11/21/2001, 1/16/2002, 2/20/2002, 5/15/2002, 6/18/2003, 10/15/2003, 12/17/2003, 10/20/2004, 11/17/2004, 1/18/2006, 12/19/2007, 2/20/2008, 10/15/2008, 12/17/2008, 1/21/2009, 4/15/2009 5/20/2009 , 7/15/2009, 8/19/2009 & 10/29/2009.

Grafton, 13373A (non-Federal)

Chris Fournier presented this project, which consists of the replacement of the bridge that carries Mill Brook Road over Mill Brook (bridge # 162/139) in Grafton, NH. The original Mill Brook Road Bridge was a single-lane 30-to 35-foot span steel beam bridge with a timber deck. The bridge was destroyed during Hurricane Floyd in 1999. Following the hurricane, a modular steel truss (Bailey-type) bridge was loaned to the Town from NHDOT. The temporary bridge has a 50-foot span and a 14.6-foot-wide single lane.

The proposed bridge will have a span of 38 feet and will consist of precast/cast-in-place spread footings, abutments, and wingwalls with a precast voided slab beam bridge. Horizontal sight distance to the south of the bridge is poor. The horizontal alignment will be slightly modified to provide better sight distance for traffic approaching the bridge. The original bridge stone abutments will be removed and the banks will be restored.

It is anticipated that less than 1,000 square feet of wetlands will be impacted during this project. A standard dredge and fill permit will be obtained prior to construction. The NH Natural Heritage database was checked for records of rare and exemplary natural communities near the project site and no records were found.

The town may pursue ARRA2 funds if they become available.

Rich Roach suggested that a standard vicinity map format be setup for Natural Resource Agency meeting presentations.

Mark Kern asked about the original, existing, and proposed spans. 30-35', 50', and 38' respectively.

Gino Infascelli was concerned about wetland impacts since the Mill Brook area has a significant wetland complex. C. Fournier indicated that Ray Lobdell performed the wetland delineation and he will look into the wetland types that are affected.

Carol Henderson asked about the old abutments. C. Fournier indicated that they have failed and have fallen into the channel and will be removed. C. Henderson agreed that they should be removed.

(*NHB10-0128*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Grafton, 14627 (non-Federal)

Chris Fournier presented this project, which consists of the replacement of the Davis Road Bridge over the Smith River (bridge # 123/104)in Grafton, NH. The existing bridge was built in the 1930s and has a span of 27-30 feet. The bridge has a steel stringer superstructure with a concrete deck. The bridge is not currently listed on the NHDOT Red List of Bridges (bridges which are in severe condition and in need of replacement) but it is currently scheduled for construction in FY 2012 under the NHDOT Municipal-Managed State Aid Bridge Program.

The Kilton Pond Dam is 100 feet upstream. The proposed bridge will have a span of 31 feet and will consist of cast-in-place spread footings, abutments, and wingwalls with a precast voided slab beam bridge. The road will be raised by 2 feet to improve sight distance by vehicles entering Route 4 from Davis Road.

It is anticipated that less than 1,000 square feet of wetlands will be impacted during this project. A standard dredge and fill permit will be obtained prior to construction. The NH Natural Heritage database was checked for records of rare and exemplary natural communities near the project site and no records were found.

The town may pursue ARRA2 funds if they become available.

Gino Infascelli said that a CSPA application will be required and that the focus of the application will be on impervious surfaces and treatment of runoff.

Carol Henderson asked about the proposed abutments. C. Fournier indicated that they will be cast-in-place concrete on ledge. C. Henderson was also concerned with the timing of the construction with regards to trout fishing.

(*NHB10-0129*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Conway, 15300 (non-Federal)

The proposed project consists of the replacement of the bridge that carries Tasker Hill Road over Page Randall Brook in Conway. Environmental concerns for this project include wetland impacts, natural heritage records, and fisheries and/or stream crossings. An initial project review, including wetland impacts, was presented.

Chris Fournier presented this project, which consists of the replacement of the Tasker Hill Road Bridge over Page Randall Brook (bridge # 182/066)in Conway, NH. The existing Tasker Hill Road Bridge is a 12-foot-span, multi-plate metal pipe arch culvert with cast-in-place concrete headwalls and wingwalls. The bridge is listed on the NHDOT Red List of Bridges (bridges which are in severe condition and in need of replacement) and is currently scheduled for construction in FY 2011 under the NHDOT Municipal-Managed State Aid Bridge Program. A temporary bridge was constructed to span the top of the pipe arch in October 2009. This bridge has steel stringers and a steel plate deck superstructure supported by a precast concrete block substructure.

The proposed bridge will have a span of 32 feet and will consist of an H-pile with precast voided slab beam. Channel banks will be constructed of riprap to create 1.5:1 slopes. A temporary detour bridge will be installed to the east with little to no wetland impacts.

It is anticipated that less than 1,000 square feet of wetlands will be impacted during this project. A standard dredge and fill permit will be obtained prior to construction. The NH Natural Heritage database was checked for records of rare and exemplary natural communities near the project site and no records were found. No Shoreland Permit will be required as C. Brison has determined that the site is non-jurisdictional.

There was a discussion regarding what to do about channel bottom after the culvert is removed. Adding rounded stone fill to the channel bottom was discussed, but because the channel is impacted by the Pequawket Pond dam, the channel bottom will be silted anyway.Gino Infascelli agreed that the channel bottom will be silted. Therefore it will be best not to do anything to the channel bottom after the culvert is removed.

Carol Henderson asked if roadway realignment was considered. Chris Fournier indicated it was. However, the bridge is between an existing sewer line on one side and an existing water line on the other, so realignment was not feasible.

(*NHB10-0127*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Durham-Newmarket, STP-TE-X-5133(009), 13080

Kevin Nyhan discussed this project, which involves widening of NH Route 108 between the towns of Durham and Newmarket for the addition of bicycle lanes. Kevin indicated that a component of the mitigation, in addition to an ARM fund payment, includes roughening the roadway side slopes within a portion of the "flats" to preclude turtle nesting, which is evident in several areas. Kevin showed a plan where nests were located on the east side of the roadway. Kevin had provided this plan to Mike Marchand, NHF&G, several times in the past, requesting input on the proposed treatment. He had not received a response. Mark Kern indicated that the agencies in attendance

would defer to NHF&G. Carol Henderson indicated that she would relay the message to Mike. A possible future site review in the spring would be held.

This project was previously reviewed on the following dates: 12/18/2002, 12/17/2003, 5/18/2005, 2/20/2008, 5/21/2008.

Manchester, 14966 (non-Federal)

The proposed project consists of the replacement/ rehabilitation of five (5) red-listed bridges along the I-293 corridor in the Exit 4 area in Manchester. Environmental concerns for this project include wetland/ shoreland impacts, natural heritage records, water quality/ impaired waters, fisheries and/or stream crossings, endangered wildlife, NH Designated River (Piscataquog), and floodplains/ floodways. An initial project review was presented and input was sought on resource impacts and potential avoidance/ minimization efforts.

Daniel Hudson noted that this was an initial presentation for the project, gave a brief overview of the project area using a progress conceptual design plan, and pointed out the five "red-listed" bridges in the vicinity of the Millyard on I-293 at Exit 4 in Manchester, adjacent to the Merrimack River. He explained that the mainline bridges (over the northbound (NB) on-ramp and south and north branches of the Piscataquog River) will be rehabilitated by widening the abutments to the west and replacing the existing steel and bridge decks. The widening is necessary for traffic control during construction, but will be retained to enable improvements to the highway geometry. The use of temporary bridges was considered, but is not proposed as cost savings would be minimal and would not provide the additional potential utility. The NB off-ramp bridge over I-293 will be replaced with a new bridge located northerly of the existing bridge so that the existing bridge can remain in service during construction. The NB on-ramp bridge over the south branch of the Piscataquog River will be replaced (steel and deck only), during which ramp closure will be required. The project will be constructed in two contracts, the first of which will be associated with the NB off-ramp bridge (February 2011 advertisement), followed by the remainder of the project (September 2012 advertisement).

Jennifer Riordan presented the environmental work completed to-date, including delineation of wetlands and invasive species (June 2009), a tree inventory (for bald eagles), and initial coordination with the Piscataquog River Local Advisory Committee (PRLAC), NH Fish and Game, NH Natural Heritage Bureau (NHB), US Fish and Wildlife, and the National Marine Fisheries Service. The Merrimack and Piscataquog Rivers are considered to be Essential Fish Habitat for Atlantic Salmon.

Jenn reviewed the existing wetland areas on the plan and relayed that impacts will be comprised of both bank impacts (approximately 6,000 square feet) and wetland impacts (approximately 7,000 square feet). A Standard Dredge and Fill Permit will be required, and it is assumed that the project will be covered under an Army Corps Programmatic Permit. It is unknown if any mitigation will be required. A Shoreland Permit will be required, as the majority of the project falls within 250 feet of the Merrimack and Piscataquog Rivers; however, it is understood that no individual tree surveys will be required (changes in impervious areas will be reviewed). It was noted that tree clearing may be needed to provide areas for stormwater treatment. Some floodplain and floodway impacts are

anticipated. The NHB had indicated that bald eagles and brook floaters are known to exist in the vicinity of the project.

Bald Eagle – A tree inventory of areas to be cleared is required. A field review of trees in the project area was conducted and some large trees (mostly silver maple and oak) were located along the edge of both rivers. Some large trees are also located closer to I-293 and will likely be within the clearing limits.

Brook Floater – Surveys will need to be done by a specialized consultant during the summer.

Carol Henderson noted that seasonal restrictions for construction should be similar to those for other recent projects, such as Granite Street. She also suggested contacting Matt Carpenter.

Kevin Nyhan noted that no mitigation should be required for banks or wetlands adjacent to existing roadway banks, as those were previously impacted and mitigated for.

Lori Sommer asked if the project area was covered by an eagle survey previously completed by Normandeau. No.

Laura Weit asked if the Piscataquog River Local Advisory Committee (PRLAC) had provided any comments. The only comments received were related to a future potential park on Bass Island.

(*NHB09-1047*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Manchester-Hooksett, 15849 (non-Federal)

This project was presented by Cathy Goodmen and Jon Hebert. The proposed project consists of the replacement of median box beam barrier with solid concrete barrier along I-293 from approximately mile marker 8.5 to mile marker 10.8. The purpose of this project is to improve safety by preventing vehicles from crossing into oncoming traffic. The work will take place starting at the intersection of I-93 and I-293 and proceeds south for a distance of approximately 2.3 miles. The existing box beam barrier does not meet the current safety requirements. The travel corridor on each side of the median at this location consists of a 10-foot wide outside shoulder, two 12-foot travel ways and a 4-foot inside shoulder. The existing median is 16 feet wide and vegetated. The proposal is to install a single slope concrete barrier in the center of the median and pave the remainder of the median with porous pavement. The existing median has two feet of select materials under the vegetation and the proposal is to excavate down to adequate material, install 6 inches of clean crushed stone and six inches of porous pavement. The soils in this location are very porous, and as a result should provide adequate drainage. The purpose of the porous pavement is to address Alteration of Terrain issues due to the proposed increases in impervious surface area. The intent of the porous pavement installation is to allow for stormwater treatment through infiltration.

There are no anticipated wetland impacts associated with this project.

Carol Henderson asked if any barriers are proposed for the outside edges of the roadway. Jon Hebert stated that only the center median barrier will be installed in association with this project and that no shoulder barriers have been planned at this time. C. Henderson then asked if the design included a method for small wildlife passage. C. Goodmen indicated that the Department has looked into this, but there doesn't appear to be anything that would provide an opening for small animals that has been safety crash tested. She noted that Wisconsin DOT (WDOT) has developed a design which would allow for small wildlife passage, however it is still being crash tested. WDOT expects to have the crash test results for this design sometime this spring and will provide NHDOT with the results. There was a question about adding gaps in the barrier, but it was noted that this would affect the safety and performance of the barrier. Mike Hazlett noted that there are 30,000 + vehicles per day through this corridor and the barrier is needed to protect the traveling public as well as the Department's maintenance crews by reducing the amount of maintenance necessary to maintain this median divider. All present were positive about the use of the porous pavement.

(*NHB10-0085*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Hooksett, 15803 (non-Federal)

John Butler presented this project, which involves retrofitting the existing toll plaza along I-93 in Hooksett for open road (highway speed) tolling. To accomplish this, the middle 6 lanes (3 in each direction) would be converted to four ORT lanes (2 in each direction). Each side of the roadway would be widened to install two additional conventional tollbooths in each direction. Work would extend in each direction to install signing and turn-around areas for maintenance vehicles. Preliminarily, wetland impacts would be approximately 0.1 acre. Pinnacle Pond, a water supply, lies adjacent to the east side of the roadway at the northerly limits of the project. It is also home to several rare plant communities. Similar to the current conditions, drainage will be directed away from this sensitive resource. John indicated he would review the project for drainage treatment.

There was some discussion regarding plow operations and the necessary turn-arounds. J. Butler indicated that the Department is still working on these issues.

Carol H. indicated that she had a concern for wildlife being killed along the roadway, given that concrete barrier is proposed to be installed in three areas (between ORT lanes, and between ORT and EzPass lanes. J. Butler indicated that as a result of the high traffic volumes along this section of roadway, concrete barriers are necessary for safety reasons. It was noted that Cathy Goodmen is reviewing possible treatments to solid concrete barrier to make them more permeable to wildlife. In other States, these types of "permeable" barriers are now being crash tested.

The project will be presented again once more refined design and impact information is available.

(*NHB09-1623*) *This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

Chesterfield, STP-X-000S(448), 13597

This project was presented by Cathy Goodmen and Mike Dugas. The proposed project consists of widening NH Route 63 along Spofford Lake, from its intersection with North Shore Road, proceeding south approximately ½ mile to the area known as the 'S' curve in the area of Lakeshore Drive. In addition to the proposed roadway reconstruction, improvements in sight distance will be made as there currently are no shoulders and the west side of the road has a large amount of ledge.

The proposed project includes reconstructing the road to include the 10-foot travel lanes with 2 foot shoulders, the addition of a stormwater ditch on the west side of the road, and replacing the existing cable guardrail with new beam guardrail. Currently the roadway is 21-feet wide with no shoulders or adequate drainage on the west side. The sight distance is very poor along this stretch of the road due to the existing ledge on the western side and lack of shoulders. M. Dugas added that the lake shore is unstable and the proposal is to add stone along the shore for stabilization.

Rich Roach said that since the Department would be impacting the lake anyway, why not make the slope less steep and vegetate it with trees. He also asked why this roadway needed to be widened, as it is a summer residential area. C. Goodmen and M. Dugas noted that there is a lot of truck traffic using this roadway and stated that it is a north-south connector to NH Route 12. They noted that due to the proximity of the ledge on the western side at the roadway and the narrow design of the existing road, trucks and snowplows commonly encroach into the opposing traffic lane. R. Roach asked if the truck traffic can be eliminated. M. Dugas responded that since this is a State Highway, trucks cannot be excluded.

M. Dugas indicated that there are two options for this project, both of which have pros and cons:

1. Use the Lake as the control and widen to the west by removing ledge and overburden.

- There would be a large amount of ledge and overburden to remove.
- Some ledge may enter the lake as fly rock when blasting.
- Four houses use one driveway along this side of the road and this driveway would have to be re-located farther up the slope.
- During blasting, access to the houses would not be allowed and Route 63 would have to be closed.
- The work on the hillside would require all the vegetation to be cleared.
- Some fill will be needed on the bank of the Lake to stabilize the shore and provide a proper base for the new guardrail.
- High cost.

2. Use the ledge as the control and widen to the east into the Lake.

- Widening of approximately 10-feet into the Lake. Lake depth in this area is 2-3 feet for several yards into the lake.
- Avoids large amounts of excavation and blasting of the hillside as well as extensive tree clearing and re-routing of the driveway.
- Lake is dam controlled and work could occur during drawdown.
- Able to maintain access to houses and minimize disruption to traffic on roadway.
- Lower cost.

Lori Sommer noted that she was concerned with the option that proposes to fill into the lake as she felt this might set a precedent. R. Roach asked if a retaining wall could be installed at the current toe of slope and the roadbed moved lake-ward toward the retaining wall. M. Dugas responded that because the roadway embankment is not very high and the lake is shallow, a retaining wall would offer very little potential reduction in impacts. R. Roach also suggested a terraced effect on the lakeshore that would provide sufficient additional width along the roadside (behind the guardrail) to plant trees or other suitable vegetation. Carol Henderson asked if a temporary drive could be installed from the road to the west of the houses. M. Dugas responded that the existing drive is just a dirt lane and that the Department would need to cross private property to put in such a drive. Gino Infascelli said that if the Department goes into the lake, Governor and Council approval would be necessary. He also noted that approval from the lake authority would be necessary.

L. Sommer asked if a combination of options 1 and 2 would be possible as a compromise. M. Dugas indicated that such a concept would likely involve widening toward the lake for the segment of NH 63 south of the residential driveway (to avoid the steepest part of the hillside) and widening to the west for the segment of NH 63 north of the driveway. The design team will pursue this design alternative and will review the layout with the Roadside Development Section of Highway Design for guidance on appropriate landscaping and the width that would be needed to vegetate the roadside. This project will be presented again after reviewing these suggestions and when revised design plans are available.

(*NHB10-0103*) This project was previously reviewed on the following dates: *7/21/2004 & 8/17/2005*.

Lee, X-A000(895), 15692

Environmental concerns have not been identified to date. An initial project review was presented.

This was presented by Cathy Goodmen and Mike Dugas. The proposed project consists of safety improvements at the intersection of US Route 4 and NH Route 125. Options include minor widening for improved channelization of traffic, or upgrading to a modern two-lane roundabout.

Currently there are many collisions at this traffic circle due to congestion, high speed and motorist uncertainty as to the proper way to navigate such an intersection. Highway Safety Improvement Project money has been allocated to address this intersection. There are several options ranging from the minimal work of re-painting the pavement markings, to complete reconstruction of the circle to a modern two-lane roundabout. The first option would have no environmental impacts, as all work would be contained within the limits of the existing pavement. The full reconstruction to a two-lane roundabout would most likely make the circle smaller, but would have impacts, as the approaches would need to be widened to allow two approach lanes and two exit lanes at each of the quadrants. There are some palustrine wetlands on the Northwest corner of the intersection and a small stream in the northeast corner of the intersection. This project would most likely require a public hearing, as there would be some property acquisition needed. Gino Infascelli asked about the Oyster River crossing nearby. The Oyster River crosses NH 125 south of the circle and Dube Brook crosses US Route 4 east of the circle, but both waterways are outside the project area and would not be impacted as a result of the proposed efforts.

As soon as design is finalized, the project will be re-presented to the Resource agencies.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Lincoln-Franconia, A000(808), 15603

This project was presented by Christine Perron. The project consists of the rehabilitation of the Franconia Notch Parkway beginning at Whitehouse Brook, just north of exit 34A and ends just north of Echo Lake at exit 34C (approximately 5.6 miles). The proposed efforts involve rehabilitation of the existing roadway (no roadway widening will occur), repair of a small dam, replacement of the guardrail and removal of the existing granite curbing. Removal of the curbing is intended to enhance plowing operations as well as improve water quality. C. Perron also noted that the Department is still determining what type of guardrail would be used, but reassured the agencies that whatever was used would be a brown color.

C. Perron noted that coordination with the Society for the Protection of NH Forests and the Appalachian Mountain Club is ongoing. She noted that one of the issues being discussed is the installation of a 300' length of snow fence that may be 3' to 4' in height. The fence would be placed adjacent to a snowmobile trail along Echo Lake. This fence, like the guardrail, will be brown in color.

C. Perron discussed the wetland impacts associated with the drainage improvements. She emphasized that the proposed impacts are a series of small impacts. Total linear impacts to streams (277 feet) make this a Major impact project. These impacts are the result of typical maintenance practices, such as stone inlet/outlet aprons at numerous locations. Temporary impacts total 8,480 sq. ft. and permanent impacts total just under 3,900 sq. ft. Using numerous photos and snapshots of construction plans C. Perron was able to illustrate the impacts associated with slope pipes, underdrain, headwall/wingwall repair, retaining wall and dam repair, culvert replacement, and slip lining. The retaining wall along the Pemigewasset River would be repaired in kind, resulting in temporary impacts only. She noted that coordination with the Local Advisory Committee has not resulted in any concerns with the project.

Gino Infascelli commented that he would like to know if the Department would be doing anything about the perched culverts. C. Perron replied that the Department had not planed to address culvert perching within the project area given the length and pitch of these culverts, and the apparent lack of fish habitat on their upstream ends. Carol Henderson also asked that the Department still look into perched culverts. Christine mentioned that this was something the Department would be able to review with Gino in the field during his site review.

Rich Roach confirmed that the project would qualify for coverage under the NH Programmatic General Permit. Lori Sommer did not have any concerns with the linear feet of stream impact as presented.

(NHWB *file # 09-03077*) (*NHB09-1314*) *This project was previously reviewed on the following date: 7/15/2009.*

Dover, X-A001(013), 15870

David Scott provided an overview of the project. This is a bridge pile repair project (Bridge 182/123) on Gulf Road over the Salmon Falls River. Photos of the bridge and its piles were provided. The bridge is located on the NH/ME state line. The bridge was constructed in 1938, with a major rehabilitation of the pier bents completed in 1981. The NH portion of the bridge has 3 piers, each with 4 concrete shafts. The Maine portion of the bridge is still supported on timber bents. This project will focus on the NH piers only. Maine is aware of the project and is aware that its portion of the bridge needs work as well; however, the timber bents require a different repair procedure and thus a different contractor.

The bridge pile repairs that are proposed will be very similar to pile repairs completed in Portsmouth and New Castle, which are also in a tidal environment. Similar work constraints are expected for this project, including time of year restrictions to avoid work during migration of certain fish. D. Scott asked for input on this initial overview of the project.

Melissa Coppola asked for clarification on the work footprint and access because there is an exemplary natural community located adjacent to the bridge. D. Scott said that work would be limited to the piles only, and he expected work to be staged on a barge.

Carol Henderson asked for an explanation of how the work would be accomplished. D. Scott explained that existing concrete would be removed from the piles, a jacket would be installed around each pile, and grout would be pumped into the bottom of the jacket. The size of the piles would not change.

Rich Roach stated that the project was exempt from Army Corps jurisdiction.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Concord Airport EA, SBG-04-05-2010

Martha Drukker gave an introduction to the proposed work, which involves the preparation of an Environmental Assessment (EA) at Concord Municipal Airport (the Airport). The Airport's Capital Improvement Plan (CIP) has six (6) projects that are scheduled to be funded and constructed in the next 5 to 7 years and will be included in the EA. The Airport's consultants are currently in the process of developing a scope of work for the EA. Individual meetings have been held with the NH Division of Historical Resources (NHDHR), the NH Department of Environmental Services (NHDES), the NH Department of Fish and Game (NHF&G), and the US Fish and Wildlife Services (USFWS) to discuss resources that may be of concern and addressed in the EA.

M. Drukker also provided some background information on the Airport. The Airport has unique habitat that supports the federally-listed Karner Blue Butterfly, along with several other state-listed species. Since 2000, the Airport has had a Conservation Management Agreement (CMA) with various agencies. The CMA controls activities in certain portions of the Airport and also designates conservation zones and development zones throughout the Airport. M. Drukker then turned the presentation over to John Gorham for a discussion of the projects to be included in the EA.

J. Gorham stated that there are three important points regarding the purpose of this meeting:
1.) Presenting the projects that will be included in the EA
2.) Determining potential resources that may not already have been identified
3.) Discussing potential mitigation alternatives

J. Gorham then presented an overview of the six (6) projects that will be included as part of the EA. The first four projects will occur within the CMA's development zones. The last two projects will occur within the CMA's conservation zones.

- T-Hangar Development - This project includes the addition of pavement, foundations, and utilities in the northeast quadrant of the Airport. The project is within a development zone. The total area would include approximately 18 acres.
- Reconstruct Abandoned Runway 3-21 and Convert to Taxiway C with Overflow Aircraft Parking – This project would involve reconstructing the existing pavements in-place. The work would be within existing pavement boundaries. Additional overflow parking is needed during NASCAR race events so additional aircraft parking would be provided at the northerly end of this pavement. This project would involve approximately 4.2 acres. Taxiway edge lights would also be added. This project is within a development zone.
- Itinerant Apron Expansion – This project would involve the addition of concrete pavement to the north of the terminal area. The total project area would be approximately 2 acres. This project is within a development zone.
- Reconstruct Taxiway A and Associated Stub Taxiways and Add Taxiway Edge Lights – This project would involve reconstructing the existing pavements in place, along with the addition of edge lights. The total project area would be approximately 8 acres and is located within a development zone.
- New Parallel Taxiway B – This project would involve the construction of new pavement and drainage parallel to Runway 12-30. Impacts would involve approximately 4.4 acres of new pavement and approximately 8 acres of total ground disturbance. The project would be located in a conservation zone, however it is included in the CMA as an acceptable project. The proposed hold apron, however, was not included in the CMA. There are known lupine and nectar plants within the disturbance area for this project.
- Expand Based Aircraft Tie-Down Parking Apron – This project would involve the addition of approximately 2.5 acres of new pavement to the south of the existing based aircraft tie-down parking apron. Lupine and nectar plants are also known to exist in this area. This project is located in a conservation zone and is not in the CMA.

Melissa Coppola said that the Airport should coordinate with Natural Heritage as well, since there are several rare plants at the Airport.

Rich Roach asked if there are wetlands or floodplains at the Airport. J. Gorham replied that there are no wetlands and likely no floodplain issues since the Airport is about 60 feet above the Soucook River.

R. Roach asked if any Corps of Engineers' permits will be needed or if there will just be coordination regarding Karner Blue Butterfly and other endangered species. J. Gorham said that no Corps permits are needed and that coordination will continue regarding the Karner Blue Butterfly and other endangered species.

Carol Henderson asked if the biological surveys are being done for the whole Airport. J. Gorham said that they would just be done for the project areas. C. Henderson also asked if a survey would be done for the Based Aircraft Tie-Down Parking Apron Expansion. J. Gorham said that it would.

Lori Sommer asked if light pollution issues would be addressed. J. Gorham replied that light pollution is not expected to be an issue since the blue taxiway edge lights are dim and are not on all the time.

M. Coppola asked if a Natural Heritage project review had been done yet. J. Gorham replied that it hadn't been done at this point because the project is only in the scoping phase.

C. Henderson asked when the EA would be completed. J. Gorham replied that the anticipated completion is for February or March 2011. The EA is expected to be a 9 to 10 month process.

J. Gorham asked for clarification on what may be required for mitigation for Karner Blue Butterfly impacts. Heidi Holman replied that NH Fish and Game will need a more in depth understanding of the Karner Blue Butterfly population in the project areas before determining mitigation. They do not want to have any loss of population. Karner Blue Butterfly movements generally varying from ¼ to 1½ kilometers, which will need to be considered when looking at possible mitigation sites.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.